



The Exhaust

Newsletter of the

Okanagan British Car Club

Box 346, Suite 101, 1865 Dilworth Drive, Kelowna B.C. V1Y 9T1
www.obcc.ca email obcc@obcc.ca

April 2010

volume eighteen issue #1



Tom and the Lotus enjoy donuts together!

Meetings are held the 3rd Wednesday of each month at 7:00 PM. Check our web site for locations as we drive to a different venue each month.

Executive

President	Lynn Fletcher	250-494-1699
P. President	Bill Sinclair	250-868-0408
V President	Rick Appleby	250-764-7386
Treasurer	Doug Long	250-764-8801
Secretary	Tom Wimperis	250-545-6694

Directors

South	Ken Barron	250-490-3012
	Heinz Smirmaul	250-494-5487
	Chris Palmer	250-492-2250
Central	Bruce Stevenson	250-868-3693
	Nick Ciupka	250-542-9772
North	Terry Muir	250-542-0437

Coordinators

Events	Archie Christie	250-762-5623
Web Page	John Gallant	250-549-2182
Membership	Andy McDonald	250-763-2034
Autocross	Bruce Stevenson	250-868-3693
	Mat Scaife	250-717-6784
Communication	Brian Fleeton	250-764-5177

You can contact any executive or board member by email at obcc@obcc.ca. or by the listed phone numbers.

Advertising Rates

The club has determined that it would be beneficial to accept ads in the newsletter. Several other clubs were contacted about their rates and a schedule was set up which will cover costs but not be too expensive since we have limited circulation.

These rates are based on camera ready copy being supplied.

Club Members cars for sale is still no charge

	1 issue	full year
Business card	\$10	\$40
¼ page	\$20	\$80
½ page	\$30	\$120
Full page	\$50	\$150

From the editor;

This issue of the Exhaust is the first for 2010. The Club has been very quiet over the winter. The Christmas party has been postponed until July and the only events have been the tour to South West Forge and our March Meeting. Write ups appear elsewhere in the issue.

I will produce a monthly Exhaust from now till November. Submissions from the Club members are definitely welcomed. Write an event report; tell the rest of the Club about your British Car, or pass along any interesting articles you run across.

If you do not then you be subjected to my choice of material which will lean heavily to Lotus and racing. You have fair warning.

Send all submissions to vuzapu@shaw.ca

The Exhaust is published (almost) monthly from February to October by the Okanagan British Car Club and distributed to paid members as part of their dues. It is also posted on our web site but some financial information that may be contained in the emailed or printed copy is removed for web posting.

If you have changed email address please let the editor and the membership coordinator know ASAP.

Opinions expressed are those of the authors and do not necessarily reflect those of the OBCC executive or its members.

THE PREZ SAYS!

I love spring, not for the flowers or the birds. But for waking up my CARS. The smell of raw gasoline, hot oil on manifolds, the crackle of exhaust. Yeh Spring!! The thoughts of new events to attend, returning to old favorites. Driving with friends and meeting new ones. Now where did I store my TR6? Nope not in this shed (Studebaker), maybe in the tent, Nope (Lawn mower). Ah in the Quonset, Wait a minute someone took it apart??? OOHH YEH I broke it, well roll up the sleeves time to fix my CARS. Summer's a commin, get-out-yur-cars. Remember Bring A Friend.

MARCH 2010 OBCC MEETING MINUTES

The first meeting of the year of the Okanagan British Car Club was held at the Kelowna Yacht Club on Thursday March 18. The switch to Thursday was to avoid a conflict with a Saint Patrick's Day event at the club. Unfortunately, there was still a conflict with the Mary Kay group and we were forced to hold our meeting in the main room. There were 26 members present which was a large turn out for so early in the year. There were even a couple of British cars present.

Lynn Fletcher – Club President

Lynn started the meeting by discussing the failed attempt at the Christmas party in January. The fact that so many of the members leave the area in the winter has caused a rethink of the event. This year there will be Christmas in July! The event will be held at Lynn's house in Faulder and will be a BBQ catered by Gary from the Carrot Top. Lynn has offered to arrange a trip on the Summerland Steam Train. The membership approved this idea. The cost will be \$18 per person. There will be a gift exchange and there has been a suggestion that each person bring a \$10 bottle of wine.

Doug Long – Treasurer

Doug confirmed that the Club is in good financial shape. The Autocross expenses have been paid. On behalf of Andy McDonald Doug stated that each member needed to fill in a new membership form this year. John Gallant has posted the form on the Website. The form can be printed off, filled in and sent to Andy at OBCC Box 346 Suite 101-1865 Dilworth Dr. Kelowna, BC V1Y 9T1.

Lynn discussed the attempt to connect with Past members. There will be a BBQ at Antlers Beach on June 6 and a letter will be sent out previous members. John Gallant will provide the Exhaust Editor with the old membership list.

Southwest Forge Tour. This event was very well received. Barry Palmer will write a short report for the next newsletter.

Autocross – Bruce Stevenson discussed the up coming season. There has been a demand from both the Federal and Provincial (CACC) Motorsports bodies for

additional paperwork. Competitors need a copy of their Club membership card, the appropriated form and a copy of their drivers license. Bruce has had membership cards printed and Andy will be sending these out to paid-up members. The Autocross insurance has been paid for.

The Rally In the Valley will be held Aug 21 at Heritage Park in Peachland. This will be a combined British and Import show. The event will low key for this year with the intent of gauging interest. Bruce has supply of the Spinner plaques and these will be used. Bruce will investigate the possibility of having the Carrot Top cater the event. He will check with Peachland to determine if there is a conflict with the Lions Club which does the catering for the World of Wheels Show. There will be an Autocross on the Sunday and if there are enough out of town entrants there is the possibility of a small wine tour as an alternative to the Autocross.

The Mini Club of Vancouver is holding Mini Meet West in Penticton on June 30 and OBCC will be providing the timing equipment and cones.

Lynn discussed the Special Vehicle Association of British Columbia (SVABC.CA). This is a group that lobbies Governments on behalf of the car hobby people. They have succeeded in persuading the provincial government and ICBC to extend the collector plate system to include modified cars and also to provide insurance for cars undergoing restoration. The cost for OBCC to join this group is \$50 per year. Individual memberships are \$5 and can be purchased at the above website. Lynn asked for a motion for OBCC to join SVABC. Motion, by Bruce Stevenson, seconded by Brian Fleeton and approved by the membership. Brian requested that Lynn arrange for a speaker from ICBC for a future meeting. Lynn will make arrangements.

Archie Christie – Events coordinator went over the coming year. The calendar will be added to the Webpage and published in the Exhaust.

The next meeting will be April 21 at the Kelowna Yacht Club.

Motion to close the meeting by John Gallant; seconded by Lynn, approved by the members.

For a calendar of BC Auto events go to the Vancouver Mini Club website.

The next OBCC meeting will be April 21 at the Yacht Club in Kelowna

SOTHWEST FORGE TOUR

On Feb 27 Lynn Fletcher and a group of nine members met at 10 am at Southwest Forge Ltd. At 15804 Industrial Ave in Summerland. Our host and owner Steve Pearce showed us the very interesting workings of the plant. Southwest Forge makes both forged and cast products for the entire home. Door accessories, cabinet hardware and bath accessories were on display. Steve took us through the process of bending, heating and pressure punching the steel to make the various door latches. The plant employs 8 workers that make the door hardware. We were shown the electrolysis baths which included gold, silver, brass, copper and zinc used to coat the products. After 1 1/2 hour tour we enjoyed a delicious chicken and pasta lunch at the Carrot Top restaurant. No one was brave enough to bring their British car as it was raining.

Barry Palmer

OBCC SUMMER CALENDAR

April – 21 - OBCC monthly meeting at the Kelowna Yacht Club

May – 16, 30 OBCC Autocross at Okanagan College

- 19 - OBCC monthly meeting, location TBD
- 22, 24 – Peachland car show, Knox Mountain Hill Climb

June - 6 Antler Beach Run – a letter will be sent to old members

- OBCC monthly meeting – location TBD
- 19, 20 – Longest Day Run – Bill Sinclair

July – 21 OBCC monthly meeting - location TBD

- 25 – Christmas In July – BBQ at Lynn Fletchers with a trip on the Steam Train

August – 21, 22 – Rally in the Valley – Import auto at Peachland Saturday and Autocross Sunday

There is some confusion about the rest of the calendar. A revised version will be in the next issue, or check the Club website.

LOTUS IS BACK IN F1 – It even has a Cosworth in the back. I know the team is owned by Malaysians and they will be running around at the back, but it is still good to see the BRG and Lotus Yellow back on the grid. The Lotus Team has also arranged for a Lotus car in the IRL. It will be a Dallara with a Honda engine but Lotus did run with a Honda for several years.

British Run in the Sun



All British Car
and Truck Show
Saturday, August 21, 2010
Tedford Park
East Wenatchee, WA



Mark your calendars now for the FIRST EVER
All British Car and Truck Show
in East Wenatchee, WA.

“Check in” for the show will be at 9:00 a.m.
The show will run from 10:00 a.m. until 2:00 p.m.

Awards will be presented at 1:30 p.m.
Classes and categories to be determined later.



This is our first year so we are keeping it simple to start.
There will be awards, tee shirts and lunches for sale.
A drive and winery visit will take place following the show.



Informational fliers are being created at this time
and more information and registration forms will be available soon on our
website at eastmontparks.com

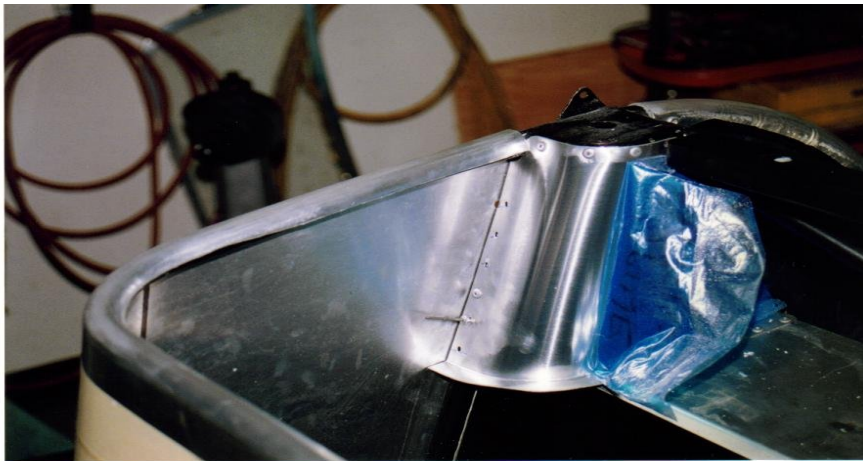


The show is being sponsored by the Eastmont Metropolitan Park District
255 North Georgia Avenue, East Wenatchee, WA 98802
Phone: (509) 884-8015

Here is the second to last installment of the series of article I did for the Lotus Club on the restoration of my 1963 Lotus Seven Series 2

FRANKEN 7 PART 6 How to skin a Seven

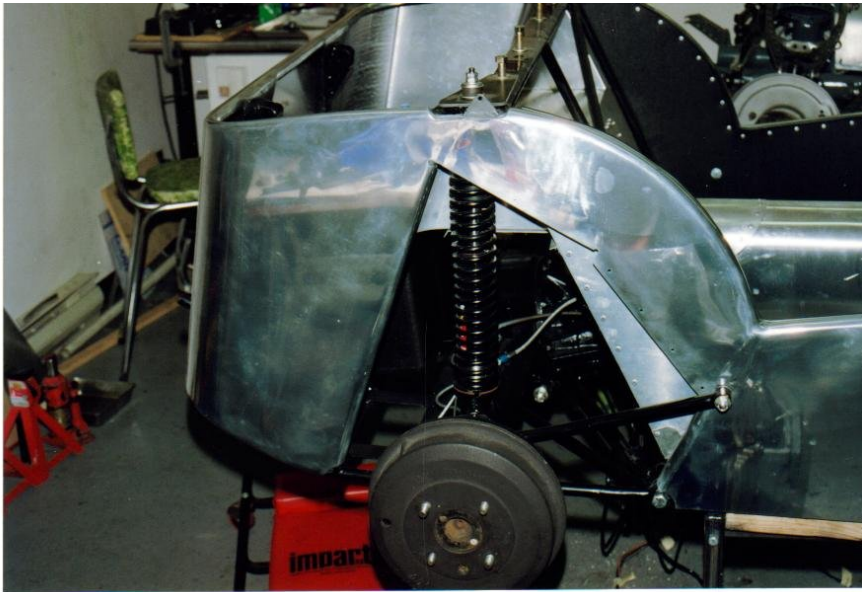
I ordered a complete set of aluminum skins for the outside of the Seven as well a set of the inner panels which come covered with a leatherette skin. I also ordered a new transmission tunnel, dash and scuttle (the panel that mounts the windscreen and supports the back of the bonnet). The outer skins consist of 2 side panels which run from the front to a point in front of the rear wheels, a rear panel which wraps around to almost meet the sides and 2 smaller filler panels which join the sides and back. Once the panels are riveted on the joints between back, sides and filler panels are welded. The rear panel is really fun to fit. Not only must it wrap around outline of the frame but it also has to be wrapped around the tubes. This takes lots of patience, a good set of body hammers and guts. Aluminum work hardens very quickly when you hammer it. An old English body man who had apprenticed at Rolls Royce showed me a very valuable trick. You take an oxy-acetylene torch, adjust to a very sooty flame and deposit a layer of carbon on the area you are working, adjust the torch to a neutral flame and burn the soot off. The treated area of the panel will now be full soft and hammering can resume.



This picture shows the rear panel rolled over the frame tubes but not yet riveted. The other panel is the shock tower cover which has been riveted in place. The wrinkly blue stuff is the protective film for the aluminum.

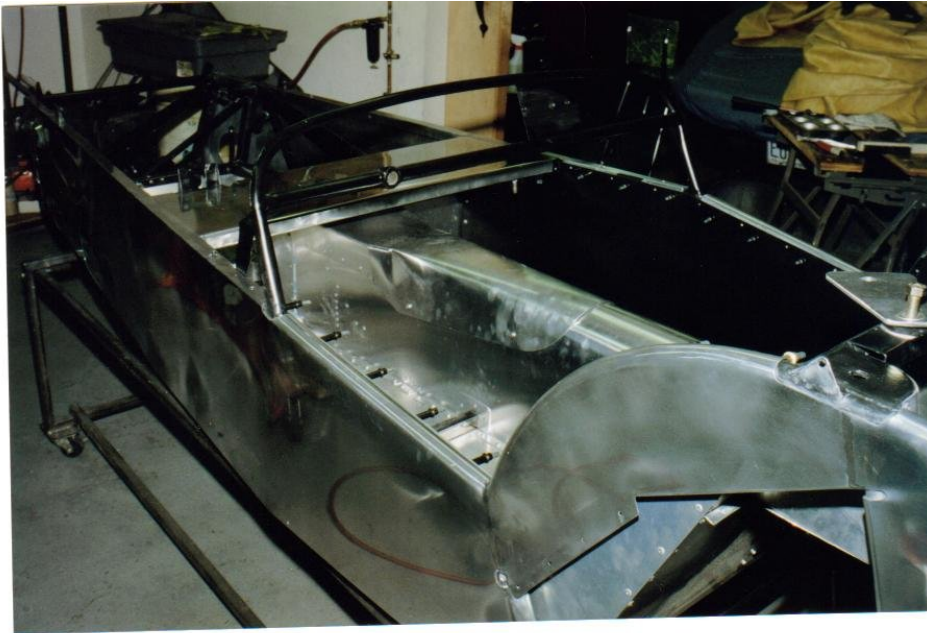
The filler panels also have to be rolled over the frame tubes in such a manner that the three panels line up with the minimum gap. In the factory the panels are gas welded together the reason being that gas welding leaves the weld soft and since I planned to polish the body an area of hard weld would show up darker than the surrounding panels. My original plan was to use gas welding. However I do not trust my aluminum gas welding skill and the person I had arranged to do the welding became very ill.

So I took the frame to a restoration shop that does a lot of aluminum work and the welder used TIG with softest rod he could get. The welds are slightly darker but once polished it takes a skilled eye to pick it out.

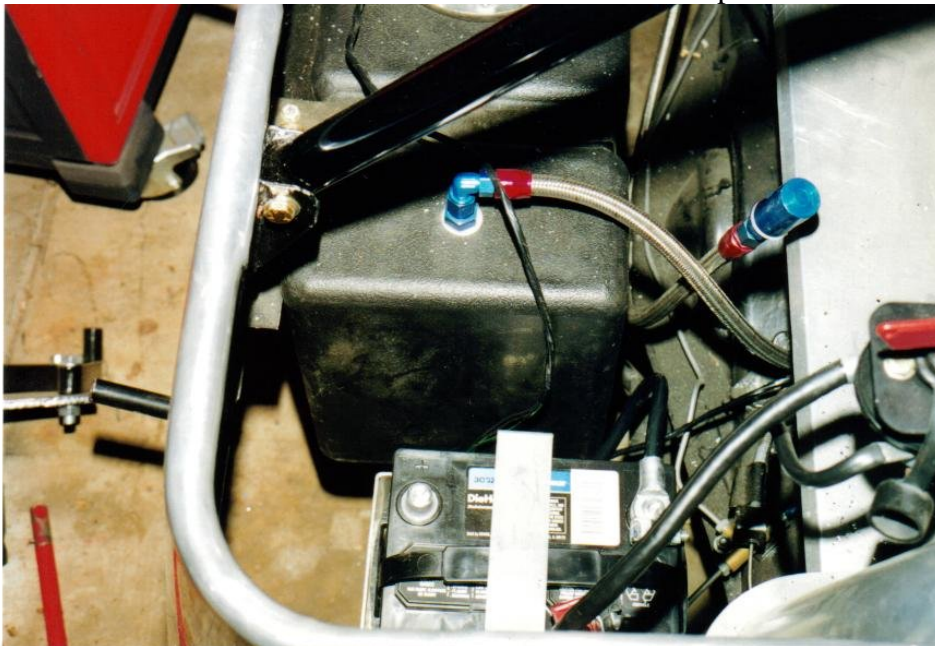


Here are the panels welded together. The top weld follows the line of the rear panel and the front weld goes up from the top suspension bolt to the right at about 45 degrees. This also shows the black inner panels riveted in place.

The transmission tunnel also gets riveted to the frame and has a removable top for access to the transmission. The side panels had to be modified where the suspension passed through them since this car has upper and lower "A" arms not just lower. Not only did the holes need to be enlarged but they needed to be bumped out to provide clearance. A new front firewall was fabricated and the new scuttle was fitted. The new removable roll bar was fabricated and installed. Mounts were built to hold a fuel cell. I just did not feel comfortable with a gas tank being the crush element in a rear end collision. All the fuel system hoses were fabricated from braided stainless hose with aircraft style hose ends. The new dash and scuttle were fitted. The scuttle is removable, being held on with bolts in the event that the back of the dash needs access.



Here is the frame with the aluminum skins riveted in place, the inner Lamiplate panels are held on with Clecos. The transmission tunnel has been riveted in place.



Here is the fuel cell and the rear battery mount. One of the roll bar rear mounts is shown.

Here is the completed chassis. The rear fenders have been fitted but not the fronts. I bought a set of motorcycle style fenders for the front but they needed to be cut and widened to fit the wide wheels and tires. The finished fiberglass would not have been blue. Note the cherry bomb exhaust located strategically at the drivers left ear. All the aluminum body panels have been polished as you can see by the reflection of the muffler. The bonnet has a good polish while the rest only have been prepolished



In the next installment Part 7, I will deal with engine. This is where it got very expensive